

In August 1892 a fundraising Garden Party was held in the Windsor Gardens. 400 tickets were sold and entertainment included the Military Band under Paul Draper and Temperance Bell-ringers led by Harry Low. The church was burnt out in 1926 and rebuilt to Carter's new designs. Badly blitzed in 1941 it was rebuilt in the 1950s in Pennant sandstone with Bath stone dressing and an impressive interior, with continuous boarded wagon roof painted in the Dykes Bower manner. Architects were Sir Percy Thomas & Son. The charming Parish Hall (19), an exuberant Arts and Crafts Design of 1906 by J. C. Carter, is of rock faced coursed sandstone with Bath stone dressing, painted roofs and a stair-turret at the entrance. Victoria Avenue (20) – until c. 1900s named Gay Street – has idiosyncratic town villas built by M. R. Hancock c. 1890s. (The town's first lifeboats 1861 and 1868 respectively were named after their donor George Gay.) A run of large, imposing red brick houses with interesting gables and balconies, numbers 7 to 2, lead to a rather austere stone house no. 1 Victoria Square, "Cartref" (21), home until his death in 1903 of Joseph Parry. Whilst in residence Parry was musically very productive, his works including at least three operas: "King Arthur", "Maid of Cefn y Fola"

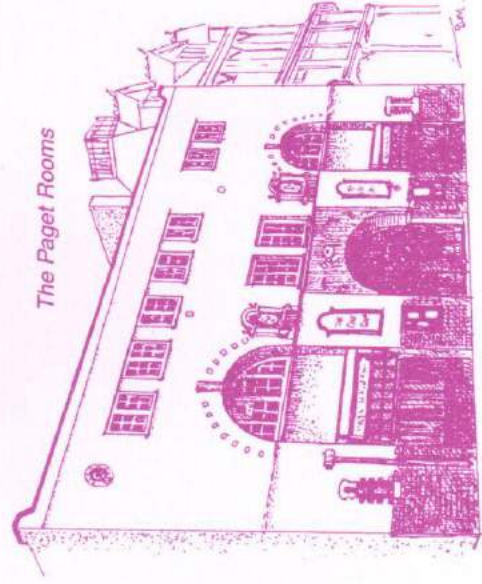


All Saints Church Hall

and "Maid of Sker". Number 23, when built c. 1890, was G. L. Wyard's "Hasland House Boys' School" (22), no. 13 was "Kendrick House Ladies' School" run by the Misses Wallis and was c. 1912 to become "Kelvin College" run by F. A. Clarke. The lane opposite (23) runs down towards Archer Road across what was part of Roger's Moor. The gardens backing on to the lane contain ancient fruit trees that pre-date the urbanisation. The area is the possible site of the lost Whitehall Farm. c. 1700s it was farmed by David Williams followed by William Phillips. A rare reference mentions: "mead and woodland adjoining the Whitehall fields".

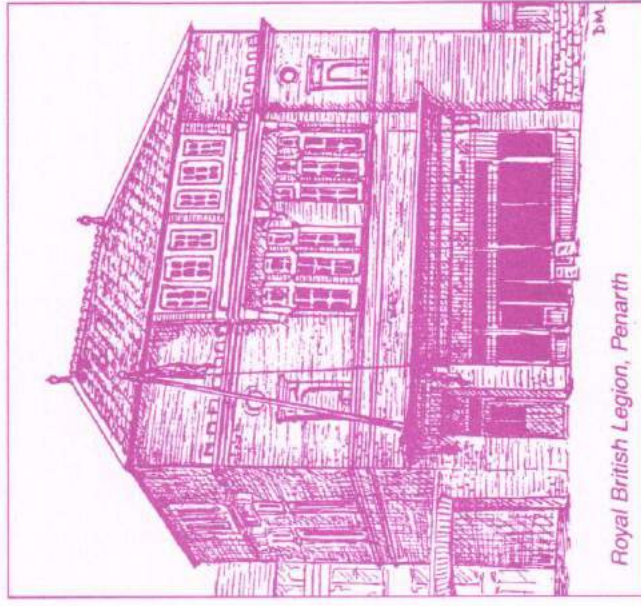
In 1885 a temporary building, wood or corrugated iron church, was built "in West House Road". Today's Sunday School rooms were built on the site, 1887, and used as a temporary church until the present Stanwell Road Baptist Church, designed by H. Budgen, was opened in 1896. The original plans show the church to be built on the West Moor. Paget Rooms, built in 1906 to designs by J. C. Carter, was on land leased from the Earl of Plymouth who had married Alberta Paget in 1883.

The building is rectangular with a rendered facade over a dado of brown glazed brick, with apertures and big arches and two pretty cartouches (24). In the 1930s it became the Willmore Brothers' "Regal Cinema" before the P.U.D.C. acquired the building in the 1950s. The second section of the impressive Royal Buildings, c. 1900, contains buildings named Eversley, York, Ford, Stafford, Cleveland and Portman. Portman House (25) has extensive stables and coach-houses, all of local red brick, to the rear. The Conservative Club (26), built in the 1880s as "Westwood", reputedly of ballast stone for James Edwards, the Docks' Superintendent, was on land that had been a wooded part of West Moor. The land behind the house was known, c. 1700, as the "Round Pits". The house, badly served by unsympathetic development, still retains many original features, not least the covered entrance. The once extensive lawns and gardens are now car parks. In the 1920s the house became a Boys' Prep School, "Westwood College", run until 1944 by D. Wynne Thomas. Where "Westwood's" boundary fence meets the railway bridge (27) stood the entrance, down a steep path, to the Penarth Excursion Platform – a long platform cut into the embankment, opened in May 1906 and used up until World War II, when a number of military specials came in. It was demolished in 1946. Opposite was a signal box (now demolished). Over the bridge, the first house, of local stone c. 1880s, has had numerous number changes. The first occupant was Percy John Cardell, dental surgeon. The Ferris family, Mrs Ferris and her two daughters, took over the house c. 1900 as "Westbourne House Boys' School". Caroline Ferris was Principal and taught a wide range of subjects including woodwork and R.I., while her sister Lily was a French teacher. The house next door, no. 4 Hickman Road, became c. 1900s home to the Avon family; in 1900 W. E. Avon advertised himself as Artist and Decorator, Windsor Arcade. Known as "Avon House", the building was acquired by "Westbourne School" in 1975. The school also took over "St. Alma's", being run by Mlle de Lavaux in 1984.



The Paget Rooms

Town Trails No. 11



Royal British Legion, Penarth

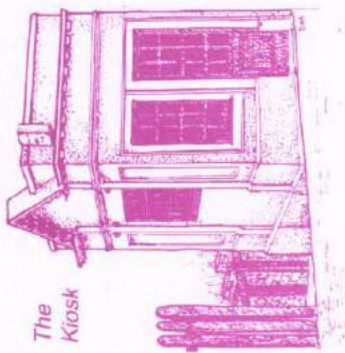
PENARTH TOWN COUNCIL

Duration of Walk:
One and a quarter hours approx.

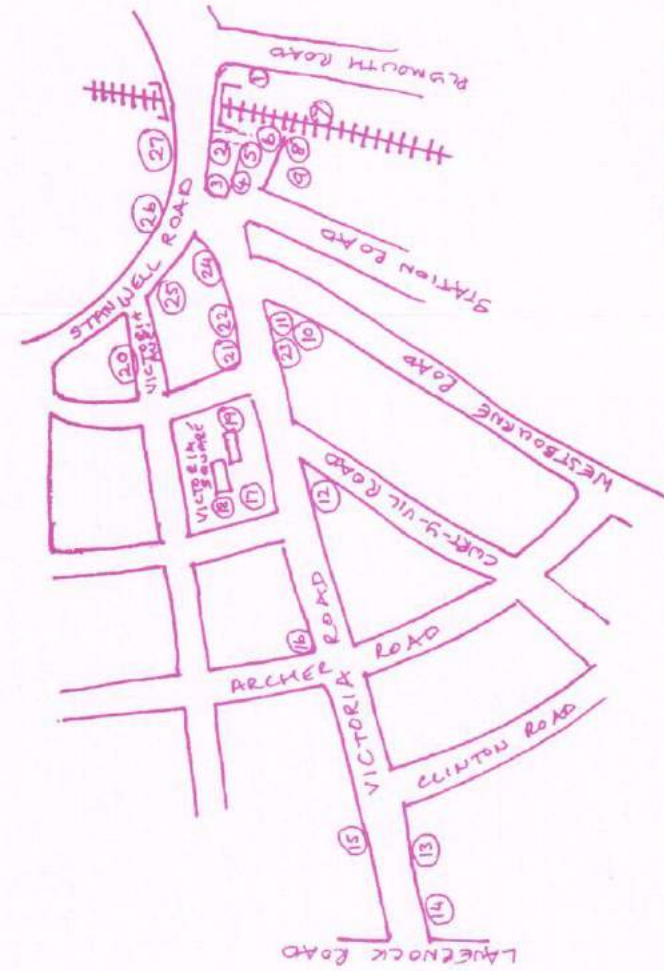
Text © Alan Thorne 2000
Illustrations © Diana Mead

www.civictrustwales.demon.co.uk

The Trail covers areas known historically as the West Moor and Roger's Moor. Leaving the Railway Hotel (1) – see Trail 10 – we cross the bridge known officially as the “West Crossing”, once built with latticed metal sides topped with spiked railings, by the Taff Vale Railway (TVR) in 1878. A path runs down to the railway station, at its head a charming little Victorian building (2) reputed to have been a ticket office! The Royal Buildings (3), an imposing run of shops with accommodation above, all with interesting architectural features, half-timbered with large and small gables, hung tiles and balcony arc, perhaps, the town's most impressive commercial buildings. Built by F. Speed c. 1890s, nos. 1 and 2 were occupied by Speed, advertised as Estate Agent, builder and contractor. R. Proctor's “West End Pharmacy” was at no. 3. Lockhart and Wharmby Ladies' Outfitters and W. E. Singer, grocer, completed the run. By c. 1910 H. R. Williams' “Queen's Restaurant” was at no. 1, with F. Speed at 2 as Estate Agent and Ironmonger. No. 2 later became Mayne & Son, Ironmonger.



The Kiosk



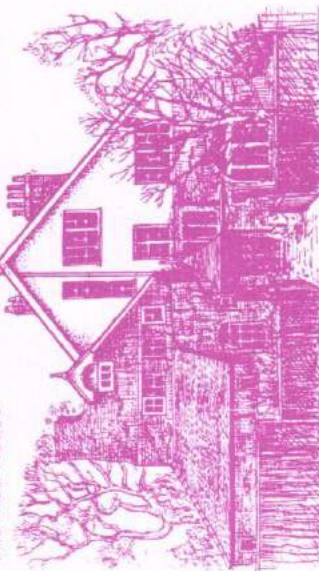
1890 the houses stood in “West House Road”. “Ebenezar House”, no. 14 (10) was Penarth Grammar School run by Rev. John Edwards and Sidney Gibson. By 1890 it was “Gibson's Boys' School” then became “Westbourne School”. In May 1896 it was taken over by the Ferris family and became “Westbourne House Preparatory School for Boys”. At no. 10 was “Miss Session's Ladies' School” and at 30 “Miss Davies' Ladies' School”. Joseph Lugg had a Boys' School at no. 17 and “St. Frideswyde's”, later “St. Alma's”, stood on the corner (11). The houses between Curt-y-Vil and Archer Roads were built c. 1890s. Numbers 20 and 22, of red brick, tile hung with artfully positioned fenestration, designed by the internationally renowned architect J. Coates Carter, were originally nos. 7 and 8. Carter lived at no. 7, with his mother at 8 – St. Margaret's. The houses from St. Margaret's to Clinton Road are an interesting run, all with idiosyncratic architectural features, mainly of local brick with just two – nos. 32 and 34 – of local blue lias stone. Number 48, on the corner, was originally a very large house, home to John Chelwell, of the Chelwell Steam Navigation Co. Ltd., who owned 13 vessels in 1912. Sub-divided, the house is now at no. 21 Clinton Road. The modern houses 50, 52 etc were built post-World War II, after the dense Roger's Moor Wood had been brutally felled. Fortunately, some of the original ancient trees remain in the front and rear gardens.

Number 60, built as 50, “The Red House” (13) was designed for himself by J. C. Carter. Of extreme ingenuity it features red brick and tiles, plunging gables, arched entrance and a ‘candle snuffer’ tower. The rear, in contrast, is symmetrical under a chalet roof. (Carter's wife was Swiss). Inside, the Arts and Crafts idiom is given free rein. The rest of the run down to Lavernock Road, with the exception of the ‘in-fill’ houses, are all Carter designs, no. 70 “The White House” (14) being of

particular interest. Early occupants included W. G. Morel at 52 (old numbering); “Willie” was the second son of Philip Morel and Martha Gibbs. His elder brother Philip Jnr. ran Morel Brothers, while “Willie” was a shipowner in his own right. In 1900 he owned 4 vessels including “S.S. Cardiff” built in 1898 and sold to Germans Schotte & Bruns in the 1920s. The vessel was sunk 5/12/1942 off the coast of Norway by a British submarine. Other distinguished residents included the architect Henry Budgen at 54 – who designed Albert Road and Trinity Methodist Churches; J. V. Rank, miller and com merchant at 56; C. A. Heitzmann, solicitor, at 60 and H. Schroeter, merchant, ship-broker and pit-prop importer at 64. Across Victoria Road an imposing row of local red brick town villas run from 37 to 27. No. 33, now named the “Old Vicarage”, was originally c. 1900 home to J. R. Ernst, before becoming the All Saints Vicarage (15) in the early 1920s; incumbent the grandly named Revd. Dundas-Flux. The impressive “Ingledeane” (16) was built c. 1890s for S. G. Fifoot, coal exporter.

The present occupant, A. Lovering, is one of the town's last coal

The Red House



exporting ex-shipowners. The actual Victoria Square (17) if you dismiss the introduced ‘modern’ trees gives us an excellent idea as to how the West Moor, part of the Penarth Plateau, looked before urbanisation. This area was called c. 1700s “Black Hays”, described as “nine acres of mead and woodland” with the “Hay Moor” alongside, all belonging to the West Farm. The original All Saints stood in today's Rectory Road (see Trail No. 9) 1881-1892. In 1889 J. Pollard and J. C. Carter designed the new All Saints (18), consecrated Saturday, 31st October, 1891 by the Lord Bishop of Llandaff. On May 20th, 1892, as a fundraiser, “Post-benediction” composed by the Church organist R. Gould Thorne was played for the first time.

The newsagents (4) in Station Approach was originally in c. 1890s F. W. Gwinnett, bookmaker. The elegant red-brick British Legion building (5) was built two storeyed with conventional saddle-backed roof and gable ends. Later another floor was added together with a more unconventional hipped roof. Originally, Stevens & Sons, Wine and Spirit Merchants, had the ground floor with the Masonic Hall above. Alongside, a covered stepped footbridge (6) – now demolished – linked with Plymouth Road, across the three railway lines. The line to Penarth was opened 1/1/1878 for goods only, by the Penarth Extension Railway granted Royal Assent 11/7/1876. The TVR confirmed on 27/9/1877 they would work the line for 99 years. First passenger service was 20/2/1878 – 8 trains in each direction with no Sunday service. Initially there was a single platform, in Plymouth Road, part of which still remains (7). A second platform was built in 1889 (8) but not served by a line until 1893.

Of the numerous buildings: 30ft turntable, watering facilities, engine and goods shed, two signal boxes, extensive sidings and cattle pens, only part of the pens remains (9), local yellow brick capped with Radyr redstone. The buildings between the Station and Station Road were built c. 1890s. The gable end of the first no. 6 until recently displayed a painted advertisement for “The Gallery” but unfortunately it has been painted over. First occupant was Constantine Jennings, photographer, then c. 1900 Adrian Lungstrom photographer. Around 1915 it became the Penarth School of Art. J. P. Shepton's builder's yard was to the rear, later to become Sam White's Livery Stables. At number 1, on the corner, was All Saints Mission Rooms. The pair of imposing houses, of local stone, between Station Road and Westbourne Road, were built c. 1880s as were the first houses at the top of Westbourne Road. Until c.